

Members of the CMAP Board

City of Chicago Appointments

Frank Beal, executive director, Chicago Metropolis 2020

Susan Campbell, associate vice president, University of Chicago

**Joe Deal, director of external affairs, Office of the Mayor, City of Chicago

Raul Raymundo, chief executive officer, Resurrection Project

Nigel Telman, partner, Proskauer

Cook County Appointments

Alan Bennett, village trustee, Elmwood Park (Suburban Cook)

*Gerald Bennett, mayor, Palos Hills (Southwest Cook)

Richard Reinbold, president, Richton Park (South Cook)

Russell Hartigan, supervisor, Lyons Township (West Cook)

Al Larson, mayor, Schaumburg (Northwest Cook)

Collar County Appointments

Roger Claar, mayor, Bolingbrook (Will)

**Elliott Hartstein, president, Buffalo Grove (Lake)

Marilyn Michelini, mayor, Montgomery (Kane/Kendall)

Rae Rupp Srch, former mayor, Villa Park (DuPage)

Dan Shea, former member, McHenry County board (McHenry)

Non-voting Members

Stephen Schlickman, executive director, Regional Transportation Authority (MPO Policy Committee)

* Chairman

** Vice Chairman

Members of the MPO Policy Committee

Municipal Government Appointees

Bobby L. Ware, commissioner, City of Chicago Department of Transportation

Jeff Schielke, mayor, Batavia (Council of Mayors)

County Appointees

Joseph Moreno, 7th district commissioner, Cook County

Tom Cuculich, director of economic development and planning, DuPage County

Karen McConnaughay, board chair, Kane County

Bob Davidson, board member, Kendall County

Martin Buehler, director of transportation, Lake County

Kenneth D. Koehler, board chair, McHenry County

Larry Walsh, county executive, Will County

Regional Agency Appointees

Joe Deal, director of external affairs, Office of the Mayor, City of Chicago (CMAP)

Elliott Hartstein, president, Buffalo Grove (CMAP)

Stephen Schlickman, executive director, Regional Transportation Authority

Operating Agency Appointees

* Gary Hannig, secretary, Illinois Department of Transportation

Richard Kwasneski, chairman, Pace Suburban Bus Service

John McCarthy, president, Continental Airport Express (Private Providers)

Jack Groner, senior division director of capital and strategic planning, Metra

Michael W. Payette, vice president of government affairs, Union Pacific Railroad (Class 1 Railroads)

**Richard L. Rodriguez, president, Chicago Transit Authority

Rocco J. Zuccherro, deputy chief of engineering for planning, Illinois Tollway

Federal Agency Appointees (non-voting members)

Marisol Simon, regional administrator, Federal Transit Administration

Norm Stoner, division administrator, Federal Highway Administration

* Chairman

** Vice Chairman

Table of Contents

1.	Introduction	1
2.	Important FY10 Milestones	4
2.1	GO TO 2040	4
	Conclusion of Invent the Future	4
	Preferred Regional Scenario.....	6
	Draft Plan	7
	Public Comment Period: Summer Outreach/Open Houses.....	8
	Next <i>GO TO 2040</i> Steps.....	8
2.2	Regional Indicators Project – MetroPulse.....	8
2.3	Water 2050	9
2.4	Chicago Regional Retrofit Ramp-up.....	12
	Regional ARRA Coordinating Council.....	14
	Results of Neighborhood Stabilization Program 2 grant application.....	14
2.5	Online Outreach	15
3.	Funding, Legislative Priorities, and Partnerships	17
3.1	Comprehensive Regional Planning Fund Update	17
3.2	Illinois Jobs Now Capital Bill	17
3.3	Federal Policy Agenda	17
	Sustainable Communities Initiative	17
	SAFETEA-LU	18
3.4	Partnerships with the Chicago Community Trust, Burnham Centennial, and Chicago 2016	18
4.	Other FY10 Work Plan Highlights	19
4.1	Transportation Improvement Program	21
4.2	Congestion Management Process.....	22
4.3	Data Development and Analysis	23
4.4	Greenways and Trails Map.....	23
4.5	Policy Development and Strategic Initiatives	23
4.6	Technical Assistance	24
4.7	Future Leaders in Planning	25
4.8	Watershed Planning.....	26
4.9	Additional Long-range Planning	27
5.	FY10 Budget	28
6.	Conclusion: Moving Toward Implementation	30
7.	List of Acronyms	31

1. Introduction

In fiscal year 2009-10, the Chicago Metropolitan Agency for Planning (CMAP) completed its fourth full year of existence as the region's official agency for comprehensive planning of land use and transportation. FY10 marked the last full fiscal year of plan development for *GO TO 2040*, the region's first comprehensive plan since Daniel Burnham's *Plan of Chicago* in 1909. While our region continues to face challenges during the global economic downturn, local governments have had to make adjustments to plan for the near- and long-term future. In FY10, CMAP continued to make important strides in helping the seven counties plan effectively for the present while looking ahead to 2040.

Section 2, Important Milestones, describes some of the agency's major accomplishments in FY10. For example, development of the *GO TO 2040* comprehensive regional plan reached its final full year, prepping FY11 to be a year of implementation throughout the region. Over the summer CMAP wrapped up its "Invent the Future" phase of public input, which set new standards in the use of technology to help residents create their own detailed scenarios for the region. CMAP partners and other stakeholders were asked to comment upon a series of three sample scenarios -- "Reinvest," "Preserve," and "Innovate" -- that were geared toward planning professionals. CMAP staff combined that input with the public's "Invent the Future" responses to generate a preferred Regional Scenario that was approved by the CMAP Board and Metropolitan Planning Organization (MPO) Policy Committee in January 2010.

That scenario was in turn the basis for selection in early 2010 of capital projects to reinforce the *GO TO 2040* regional vision. The preferred Regional Scenario, combined with years of strategic research, Regional Snapshot reports, and other qualitative and quantitative analysis of policy and investment choices were the basis of development for the draft regional plan, which was released for public comment from June 11 through August 6, 2010. A new phase of outreach occurred over the summer, including CMAP-hosted Open Houses throughout the region as well as over 200 meetings with stakeholders. As with virtually all our agency's work, the CMAP Board and committees play central roles in setting priorities and continually reviewing staff work products as part of *GO TO 2040*. The final plan will be set for approval by the CMAP Board and MPO Policy Committee in October 2010.

CMAP's partnership with the Chicago Community Trust gained new depth as our agency collaborated on the Regional Indicators Project and its MetroPulse website, which will be launched in November 2010 as to facilitate effective decision making across the region and to promote and measure the implementation of *GO TO 2040*.

Section 2 also describes the completion of the *Water 2050* northeastern Illinois water supply/demand plan, a landmark effort to ensure the availability of clean water for household and commercial use for the future. Coordinated by CMAP, the plan was commissioned by the Illinois Department of Natural Resources (IDNR) to address the issues of population growth that greatly affect our region as we look to the year 2050 and the future demands on our water supply. The plan for 11 counties of northeastern Illinois was the result of over three years of research and outreach.

In April 2010, CMAP and partners were awarded a \$25 million federal grant to develop and implement the Chicago Regional Retrofit Ramp-up program, one of just 25 awards nationally through the U.S. Department of Energy (DOE) stimulus initiative. A regional collaboration led by CMAP -- in partnership with the City of Chicago, the City of Rockford and our suburban municipalities and counties, with support regional stakeholders -- will transform the market for carrying out energy-efficient retrofits to commercial and residential buildings in northeastern Illinois. The project is significant for its potential to reduce a large region's energy footprint and as a model for inter-jurisdictional collaboration.

Section 2 concludes with a summary of CMAP's growing use of Internet-based media to communicate with targeted constituent groups. In addition to the long-standing Weekly Update email and web postings by executive director Randy Blankenhorn, other staff have collaborated on a series of other focused updates on topics such as the American Recovery and Reinvestment Act, water supply and quality, bicycle and pedestrian issues, and transportation issues in general.

Section 3, Funding, Legislative Priorities, and Partnerships, describes how State of Illinois budget uncertainties have resulted in withdrawal of state support for the Comprehensive Regional Planning Fund (CRPF). The loss of this \$3.5 million jeopardized CMAP's non-transportation planning activities and could have resulted in the inability to match \$11 million of federal transportation-planning funds (read more in **Section 3**). As FY10 began, the Illinois Department of Transportation (IDOT) committed to providing the match throughout the fiscal year; while this was an important step to keep CMAP moving forward, the agency and its partners continue to seek the restoration of the CRPF, which was intended to support planning in urban and rural areas across the state.

In July 2009, Governor Pat Quinn signed the \$31 billion Illinois Jobs Now capital bill, which was the first statewide capital construction bill to become law in over a decade. CMAP had strongly advocated that such a bill was needed and long overdue to upgrade our state's and region's essential infrastructure. **Section 3** also describes CMAP's federal agenda, which included support by -- and an increasingly visible role for -- the agency with regard to national efforts that promote the strategic importance of metropolitan regions in setting priorities. CMAP continues to stay engaged in policy development at the federal level, as well, closely tracking the Sustainable Communities Initiative, as well as the status of SAFETEA-LU, which provides transportation funding. This section of the annual report concludes with an update of CMAP's key partnerships with the Trust, the Burnham Centennial, and the Chicago 2016 Olympics bid.

Section 4, Other FY10 Work Plan Highlights, describes in detail the progress that was made in various projects that help make up the agency's work plan, which is an ambitious one. Though sometimes less visible than the activities summarized in **Sections 2 and 3**, the projects in **Section 4** are no less important to the agency and the region. In many ways, they make up the heart of what CMAP does to integrate planning for transportation, land use, housing, economic development, open space, the environment, and other quality of life issues.

Section 5, FY10 Budget, has a short summary of the agency's finances during the past fiscal year. **Section 6, Conclusion: Moving Toward Implementation**, briefly lays out some of the anticipated milestones and challenges in FY11 as CMAP prepares for implementation of the *GO*

TO 2040 regional plan. And finally, **Section 7, List of Acronyms**, is a simple roadmap for the inevitable array of abbreviations contained in this report.

As always, we appreciate your feedback about this or any other CMAP activity. Please email your comments to info@cmap.illinois.gov or phone us at 312-454-0400. You may also submit web comments at <http://www.cmap.illinois.gov/contact.aspx>.

2. Important FY10 Milestones

2.1 GO TO 2040

FY10 marked the final full year in the development of *GO TO 2040*, the official comprehensive planning campaign for metropolitan Chicago. In addition to land use and transportation, *GO TO 2040* addresses a full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

The draft regional comprehensive plan is the result of a six-step planning process (<http://tinyurl.com/3aadks6>) that began in September of 2007 with the development of a Regional Vision (<http://tinyurl.com/3a5yod2>). The vision outlines bold ideas for how residents and stakeholders imagined the Chicago region could be -- our desired future in terms of the region's quality of life, natural environment, social systems, economy, infrastructure, and governance. Throughout all of these vision themes, three cross-cutting issues recur: sustainability, equity, and innovation. From May through September of 2009, CMAP launched the "Invent the Future" phase of *GO TO 2040*, soliciting feedback from residents and stakeholder groups regarding future growth, potential planning strategies, and results of various policy outcomes.

FY10 began midway through the "Invent the Future" public-input phase that was timed to coincide with the Burnham Centennial in summer 2009. The extensive input was then used, in combination extensive research in the form of strategy papers (http://www.goto2040.org/strategy_papers.aspx) and Snapshot Reports (<http://www.goto2040.org/snapshot.aspx>), to help shape the preferred Regional Scenario. In the following months CMAP staff developed the draft *GO TO 2040* plan with the help of our committees and partners. The draft plan was available for public comment beginning in June 2010, marking another summer of outreach with open houses and stakeholder meetings throughout the region. These and other important related milestones are described below.

Conclusion of Invent the Future

In mid-2009, the *GO TO 2040* campaign conducted its "Invent the Future" public-input phase. "Invent the Future" focused on informing residents about the impacts of transportation investments and development decisions, and collecting input on priorities for the region's future direction. The launch of *GO TO 2040*'s public-input phase coincided with the Burnham Centennial. One hundred years after Daniel Burnham's 1909 *Plan of Chicago*, the architect's bold plans and big dreams shape our metropolitan area today. Developed by CMAP and MetroQuest and sponsored in part by the Chicago Community Trust, a suite of software tools allowed users to create their own growth scenarios and compare their scenarios to CMAP's. Available to the public on the *GO TO 2040* website (<http://www.goto2040.org>), in public kiosks, and at community outreach meetings, the tools let users experiment with trade-offs regarding transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Users could play with different types of transportation investments and

development patterns and view the outcomes of those decisions. Users could rate their scenarios, e-mail their scenario Web page, or link to their scenario from their own Web pages.

The results of our summer outreach, in which CMAP received feedback from over 30,000 participants, are summarized in a press release from December 8, 2009 (<http://tinyurl.com/2v2hk99>), and even more detail can be found in a report that summarizes feedback via interactive web tools, workshops, kiosks, and booths at community festivals (<http://tinyurl.com/2vpfdw4>).

The MetroQuest tools were central to more than 57 Invent the Future workshops that CMAP and its partners hosted around the region, which were attended by nearly 1,500 residents. With keypad polling, attendees got to create and rate their own detailed versions of 2040 (see the results of each workshop at <http://tinyurl.com/krppje>). See <http://tinyurl.com/38363md> for a video about the workshops.

A shorter, introductory version of the MetroQuest software was installed in kiosks in high-traffic locations in the area. Some locations were permanent, including those in Millennium Park (adjacent to the Burnham Centennial pavilions), the Sears Tower lobby, and the Chicago Architecture Foundation's "Chicago Model City" display. There were other traveling kiosks, which were rotated at sites across the region. And the Regional Transportation Authority's (RTA) existing kiosks included video content from the CMAP kiosks throughout the summer. CMAP reached more than 14,000 individuals at five computer kiosks. See <http://tinyurl.com/37ase6m> for details and locations. The large kiosk that was placed in Millennium Park will be housed at the Field Museum once the *GO TO 2040* moves into its implementation phase in FY11.

CMAP staff members blanketed the region at festivals and other large outdoor events, where residents got to have their say with "Invent the Future" games and giveaways. The same software in the kiosks was installed in laptops for use at these events throughout the summer. See <http://tinyurl.com/2ubgzgt> for details and locations. CMAP reached more than 2,800 residents at fairs and festivals. There is a map online (see <http://tinyurl.com/3y fz43e>) that shows where workshops, kiosks, and festival booths were hosted across the region.

Residents across metropolitan Chicago's seven counties tend to share consistent priorities for the region's future: more transit options, compact land development, reduced energy and water consumption, and more parks and open space. CMAP put together a fact sheet to summarize public input received and how it was planned to be used (see <http://tinyurl.com/3azxsfg>). The CMAP report on "Invent the Future" contains staff analysis of preferences stated by workshop and web participants, which included the following:

- **Respondents want moderately higher densities in development, with development focused in community and metropolitan centers.** Fifty-five percent of the participants support moderately compact growth, with 20 percent supporting highly compact growth and 15 percent supporting current patterns of growth. Sixty-nine percent prefer for new development to occur in medium-size communities and larger metropolitan centers.

- **Respondents support higher levels of investment in transit and alternative modes of transportation.** Seventy-seven percent wanted a significant increase in transit investments to build the capacity of the existing system, which includes Metra, Pace, and the Chicago Transit Authority (CTA). Most participants support or strongly support alternative modes of transportation, while only nine percent want to maintain the current mix and one percent of respondents favor driving.
- **Respondents want greater emphasis on environmental programs and policies.** When asked how the region should manage natural resources in the future, about 62 percent wanted to maximize conservation programs and an additional 28 percent supported their expansion.

Additionally, CMAP partnered with local officials, residents, and design firms to visualize how certain alternative scenarios could shape more than a dozen municipalities across the region. Scenario evaluation is commonly used in long-range land use and transportation plans. It allows several alternative futures to be created and compared, illustrating the consequences of different policy and investment decisions. In FY09, CMAP explored three different scenarios -- "Reinvest," "Preserve," and "Innovate" -- describing how the region might plan to accommodate an expected 2.8 million new residents by 2040. During the spring of 2009, design firms created visualizations of how sites within fourteen communities (see <http://tinyurl.com/2uer6rg>) might look in 2040 under the "Reinvest," "Preserve," and "Innovate" scenarios. Workshops were held with participating communities through the summer of 2009, including Arlington Heights, Barrington, Blue Island, Chicago (UIC/ Greektown/ West Loop), Rogers Park, Elgin, Fairmont in Lockport Township, Fox River Grove, Streamwood, Sugar Grove, Tinley Park, Wheeling, Winfield, and Yorkville.

Staff made a concerted effort of reaching out to mainstream media through press releases and contact via the phone, e-mail, and in-person. CMAP placed particular emphasis on getting coverage from bloggers and partner sites due to the emergence of "new media" sources. Staff created *GO TO 2040* pages on social networking websites like Facebook and Twitter, and a video package was created with footage from workshops and kiosk locations to be featured on YouTube.

Preferred Regional Scenario

Based on input from the public and stakeholders and on research by CMAP and its partners, the agency formulated a preferred Regional Scenario (see <http://tinyurl.com/36pt24l>) for Board approval in January 2010 (see <http://tinyurl.com/36dnshw>). The scenario became the basis for policy and investment recommendations that were central to the draft *GO TO 2040* plan. The scenario's policy directions were organized in three categories: **Local Infrastructure**, **Regional Infrastructure**, and the **Policy Environment**. The preferred Regional Scenario's preliminary recommendations included:

- Creating more livable communities with compact, mixed-use development to serve as building blocks of the region's future.

- Investing more effectively in education and workforce development, while fostering a business climate that encourages job growth and innovation by the private sector.
- Improving the region's high-quality system of parks and open space, while reducing consumption of energy and water.
- Planning multi-modally for transportation and target transportation investments to achieve outcomes such as economic growth, environmental protection, or congestion reduction, while finding more sustainable ways to finance infrastructure improvements.
- Tracking the region's performance to assess where to make improvements to reach the desired future.

CMAP hosted a kickoff event at its offices on January 21, 2010, to welcome former participants in the 2009 Burnham Centennial into the *GO TO 2040* planning process. Partners of the centennial and CMAP learned about the preferred Regional Scenario and how their organizations could help in the comprehensive regional plan's promotion and implementation.

Draft Plan

In June 2009, CMAP released the draft *GO TO 2040* comprehensive plan online (<http://www.goto2040.org/plandocs>) for review. In addition to land use and transportation, the plan addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

The draft plan is the result of three years of research, analysis, and public involvement that began with the development of a Regional Vision in September 2007. Once the Preferred Scenario had been created in January 2010, major capital projects (see <http://tinyurl.com/2vcja79>) were evaluated based on how well they implement the regional vision. A Financial Plan for Transportation (see <http://tinyurl.com/3y24ml5>) was developed by CMAP staff as required by federal planning regulations in order to compare the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system.

The plan's Executive Summary describes *GO TO 2040*'s approach to each of the plan's chapters, with links to specific sections of the full plan. The Introduction and a chapter on Challenges and Opportunities will familiarize readers with the purpose of the plan and the major issues that it seeks to address. The *GO TO 2040* plan's high-priority recommendations are organized within four thematic chapters, each of which includes sections that distill critically important strategies for achieving clear and measurable outcomes. Near the end of every section are tables that describe Implementation Action Areas, with detailed steps that specific implementers should take. The themes and their recommendation sections are as follows:

- **Livable Communities**
 - Achieve Greater Livability Through Land Use and Housing
 - Manage and Conserve Water and Energy Resources
 - Expand and Improve Parks and Open Space

- Promote Sustainable Local Food
- **Human Capital**
 - Improve Education and Workforce Development
 - Support Economic Innovation
- **Efficient Governance**
 - Reform State and Local Tax Policy
 - Improve Access to Information
 - Pursue Coordinated Investments
- **Regional Mobility**
 - Invest Strategically in Transportation
 - Increase Commitment to Public Transit
 - Create a More Efficient Freight Network

The draft plan also included a chapter on Context and Best Practices, highlighting case studies at a range of levels, including: federal government, state government, regional authorities, counties and Councils of Governments (COGs), municipalities, nongovernmental organizations, the development community, and individuals.

Public Comment Period: Summer Outreach/Open Houses

From June 11 to August 6, 2010, the draft *GO TO 2040* plan was available for public comment, and CMAP conducted extensive public and partner outreach over the summer (see <http://tinyurl.com/34lz99q>). Over the course of two months, staff held well over 200 meetings and talked with thousands of people across the region to gain input on the draft plan. CMAP held ten open houses across the region to present the draft plan (see <http://tinyurl.com/3ytqspa>). The public was also able to comment online or by submitting written comments. To further solicit feedback on the draft plan, CMAP staff met with key stakeholders involved in the plan's development. A compilation of comments received during the public comment period was made available online (see <http://tinyurl.com/37kx8mu>).

Next *GO TO 2040* Steps

As the end of the draft *GO TO 2040* plan comment period neared at the end of FY10, CMAP staff geared up for completion of the plan for anticipated final approval by the CMAP Board and MPO Policy Committee at a scheduled joint meeting on October 13, 2010. Upon approval, the plan will immediately begin its implementation phase. Beginning in February 2010, CMAP staff have been preparing for the launch that will happen in October, which will entail publication of two versions of the plan (one geared to policy officials and planners, the other to a broader audience), extensive media outreach, a new CMAP website, and a major event that will coincide with the plan's adoption.

2.2 Regional Indicators Project – MetroPulse

The Regional Indicators Project and its MetroPulse website are a partnership of CMAP and the Chicago Community Trust (see <http://www.goto2040.org/indicators.aspx>). Together, CMAP

and the Trust have developed a comprehensive system of key indicators for measuring and tracking regional quality of life over time in the seven counties of metropolitan Chicago. An indicator is a quantitative measure that describes an economic, environmental, social, or cultural condition over time. Examples include the unemployment rate, infant mortality rates, number of new business start-ups, or air quality indices.

The overall purpose of the Regional Indicators Project is to track progress toward implementing the *GO TO 2040* comprehensive regional plan. As such, indicators are divided into the major themes originally identified in the 2040 vision, with equity, sustainability, and innovation woven throughout. Having identified more than 200 tracking indicators, CMAP staff and our partners have acquired more than 1,000 tables to measure these indicators across different times and regional geographies. These tables are now available to the public as interactive charts and maps on the Regional Indicators Project's MetroPulse website.

Among the top *GO TO 2040* recommendations is to improve access to public information, which is important for effective and transparent decision making. MetroPulse represents a major step in implementing the *GO TO 2040* plan. Through FY11, CMAP and the Trust will continue to add functionality and create new portals based on demand from our core user groups: government decision makers, community based organizations, and researchers. Ultimately, the vision of the Regional Indicators Project is to provide data and tools to improve regional quality of life by improving the quality of public decision making. The MetroPulse website will launch in November 2010. CMAP will hold a number of webinars to train the media and the public on how to use the website.

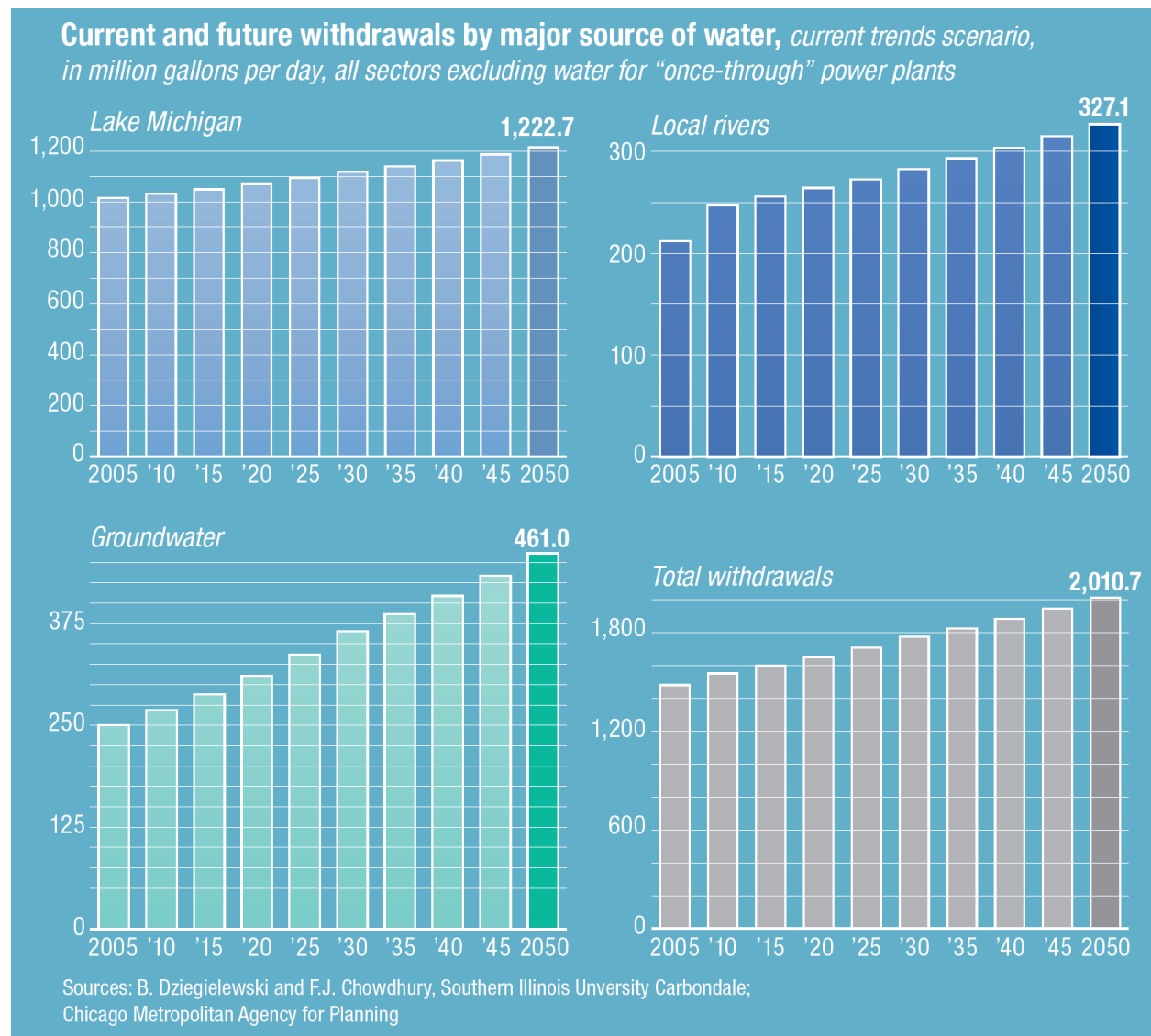
2.3 Water 2050

On January 26, 2010, the Regional Water Supply Planning Group (RWSPG) for 11 counties of northeastern Illinois voted unanimously to approve a landmark plan meant to ensure the availability of clean water for household and commercial use in decades to come (see <http://tinyurl.com/327a86m>). *Water 2050: Northeastern Illinois Water Supply/Demand Plan* (<http://www.cmap.illinois.gov/waterplan>) was commissioned by IDNR to address rapid population growth that, without improved conservation and resource management, could lead to shortages in coming years.

Looking to the year 2050, the plan is based on the latest research of water demand and supply in the counties of Boone, Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, and Will. It has guidance for businesses and residents to reduce consumption and waste, along with hundreds of recommendations to improve how public and private water suppliers manage one of the region's most important natural resources.

The RWSPG began meeting monthly in January 2007, with 35 representatives from counties, municipalities, and other stakeholder categories such as water suppliers, agriculture, industry, power, wastewater treatment, conservation, environment, academia, and real estate. A report on projected demand through 2050, commissioned in 2008 by CMAP with IDNR funding, indicated that -- without effective planning -- water demand could increase as much as 64 percent by mid-century, creating potentially serious shortages. Illinois access to Lake Michigan water is

constrained by a U.S. Supreme Court Consent Decree. The following charts illustrate current and future withdrawals by major source of water.

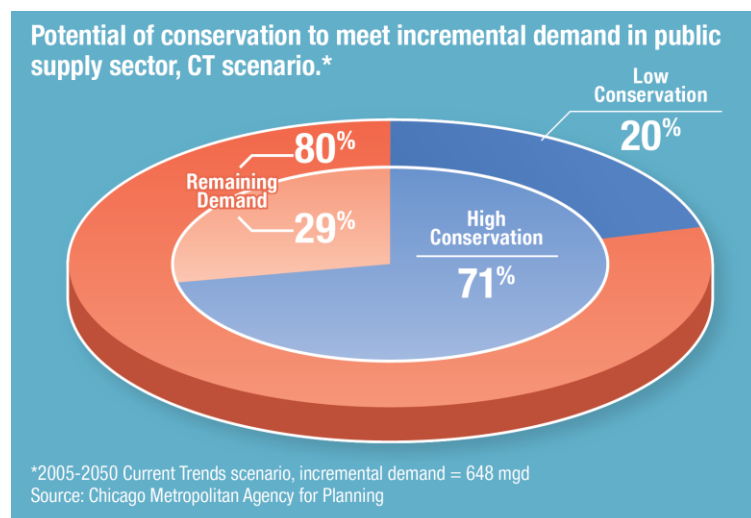


The plan’s primary strategy is to improve how water demand is managed, by emphasizing conservation, pricing, and the reuse of graywater and wastewater. (Graywater results from residential activities such as dish washing, laundry, and bathing.) It advocates a number of local conservation measures for municipalities, businesses, and households, including:

- Replacing old toilets and clothes washers with new, high-efficiency ones
- Prohibiting practices that waste water
- Metering water use
- Auditing water systems to detect leaks and other inefficiencies
- Retrofitting residential plumbing

Also as recommended in the plan, CMAP intends to coordinate data from various water suppliers, making the information available to stakeholder groups and the general public. By complementing the Illinois State Water Survey's "water inventory" program, this would help communities and water suppliers make informed choices about how to manage water demand.

Groundwater modeling suggests that portions of the regional deep-bedrock aquifer are being dewatered. If that does not change, according to the water plan, this important water source will be compromised by 2050. The plan also cites climate change as a factor that could lead to increased water demand and reduced supplies. Whether the region will suffer shortages by 2050 hinges on whether the political will can be mustered to implement the water plan's recommendations. The following figures illustrate how conservation measures can meet the incremental demand for our region's water supply and the impact of the conservation measures.



Potential water savings associated with conservation measures at two tiers of implementation

Conservation Measures	Low Conservation (mgd)	High Conservation (mgd)
High Efficiency Toilets ²	15.0	74.8
Water Waste Prohibition ²	12.1	60.3
Metering ¹	30.3	31.5
Leaks and Audit Repair ¹	5.9	29.7
Residential Plumbing Retrofits ²	5.2	26.0
Commercial/Industrial ³	5.0	25.2
High-Efficiency Clothes Washers ²	3.2	16.1
Large Landscape ¹	1.0	5.1
Residential Water Survey ²	0.1	0.7
All Measures - Total	77.8	269.4

1. Low conservation applies to 10% of demand; high conservation applies to 50% of demand.
 2. Low conservation applies to 10% of eligible households; high conservation applies to 50% of eligible households.
 3. Low conservation applies to 10% of employees; high conservation applies to 50% of employees. Employee estimates only include public supplied commercial and industrial establishments.

CMAAP has led different efforts since the plan's adoption to help start the implementation of *Water 2050*. On World Water Day, March 22, 2010, CMAAP hosted *Water 2050: A Regional Summit* to convene regional partners in implementing the new plan (see <http://tinyurl.com/345ej2b> for a full summary of the event, including useful links and presentations from the event).

CMAAP also developed an updated Model Water Use Conservation Ordinance (see <http://tinyurl.com/2ulfoee>) to provide assistance to communities that wish to promote water conservation initiatives. In drafting the model ordinance, staff completed extensive review of water conservation ordinances and regulations nationwide as well as relevant literature. A panel of experts provided their input to the document during its formative stages. The ordinance addresses indoors and landscape water use in both the residential and commercial/institutional/industrial sectors with consideration to the latest available technologies and state of the art practices in the field. More than an ordinance, this document is a tool that contains commentary, potential water savings, current examples, and resources for further research. By adopting the requirements of the proposed ordinance, communities may achieve significant water use reductions while deferring the need for water infrastructure expansion.

CMAAP also redesigned the RWSPG e-Newsletter into a new communications and outreach mechanism. The *Water 2050* newsletter was designed to help implement water plan recommendations and recommit the region to water-use conservation and demand management, both of which are cornerstones of the water plan. The newsletter is issued every other month, and the first full-length issue was distributed in April 2010. The newsletter is a means to communicate newsworthy items, share valuable resources, and promote ongoing and diverse efforts around water resources planning and management, both at CMAAP and throughout the region. Archived copies of the *Water 2050* newsletter can be found at <http://www.cmap.illinois.gov/waterplan>.

2.4 Chicago Regional Retrofit Ramp-up

On April 21, 2010, CMAAP was awarded a \$25 million stimulus grant through the DOE "Retrofit Ramp-up" initiative on behalf of the region, including the Cities of Chicago and Rockford suburban counties and municipalities, and other stakeholders (see <http://tinyurl.com/2u8lalu>). The grant will fund the Chicago Regional Retrofit Ramp-up (CR3) program, which will benefit businesses and residents by creating a regional marketplace for improving energy efficiency of buildings.

Building retrofits can include installation of more-efficient heating and cooling systems, insulation and lighting, weather sealing, and windows or doors. One goal of the project is to provide every homeowner and business owner in the region with information to make decisions about how to improve their buildings' energy performance. The three-year award will help the emerging retrofit market make the transition to a fully developed commercial sector by creating efficiencies on a broad regional scale. The project will:

- Leverage the \$25 million federal investment with over \$500 million in local investments.
- Create more than 2,000 jobs (e.g., construction contractors, installers, energy auditors).
- Result in more than 9,500 building retrofits.

- Enable average energy savings of 30 percent per retrofit building.

At present, contractors interested in retrofit work have difficulty finding customers that are eligible for subsidies and government or private programs that have available funds. Because financing options are currently limited, the grant will develop and initially fund financial mechanisms -- for example, revolving loan funds -- that can eventually be sustained by market forces within the region.

CR3 leverages the extensive strategy implementation work flowing from the Chicago Climate Action Plan (CCAP), which was introduced in 2008. The project will help match suppliers and contractors with consumers to facilitate retrofits on a broad regional scale. The current rate of market penetration remains small, project organizers say, with less than one percent of eligible buildings having been retrofitted. By providing mechanisms for financing and information sharing, CR3 partners can accelerate the pace of retrofits, while creating jobs and helping businesses, residents, units of government, and other stakeholders to save costs.

The result will be a sustainable system in which suppliers can quickly respond to consumer demand for retrofits with consistent, efficient, and affordable solutions. The project covers 4,000 square miles in nine counties (the CMAP region of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will, plus Rockford's Boone and Winnebago counties), which have more than 8 million residents. The project will increase access to capital by developing new financing mechanisms and funding pilot programs. A portion of the grant will fund a broad-based marketing campaign to educate consumers.

Contributing to a trained workforce is also a priority. CR3 will create certification standards for retrofit contractors, while working with educators to promote consistent training curricula. The effort will also enable CMAP to hire a workforce intermediary to connect trained workers with contractors.

Because few residential and commercial property owners understand the potential for significant savings through energy efficiency -- even as many struggle to avoid foreclosure -- retrofit and utility assistance providers have trouble penetrating the market. CR3 will develop a comprehensive information system to educate property owners and to facilitate connections between suppliers and consumers. The CR3 program will help implement some of *GO TO 2040*'s recommendations relating to the conservation of energy in our region. For more information on CR3, see the detailed summary at <http://tinyurl.com/2ugov2h>.

The award is one of just 25 nationally for up to \$452 million in DOE Retrofit Ramp-up funds through the American Reinvestment and Recovery Act of 2009 (ARRA). DOE estimates that the stimulus will leverage an estimated \$2.8 billion from other sources over the next three years to retrofit hundreds of thousands of homes and businesses across the country. DOE received requests for over \$3.5 billion -- eight times more than the available funds -- indicating significant nationwide demand for investment in energy-saving and job-creating projects like these.

Regional ARRA Coordinating Council

The successful application for the CR3 program can be attributed to the work of the Regional ARRA Coordinating Council (RACC). In FY09, CMAP's response to ARRA displayed the agency's ability to take a leadership role for the region in response to immediate concerns such as the economic downturn and its far-reaching consequences, from job losses to home foreclosures. CMAP took the lead in coordinating metropolitan Chicago's response, filling a significant void that likely could not have been filled prior to our agency's formation.

Late in FY09, CMAP partnered with the Chicago Community Trust and leadership organizations in housing, workforce, and the environment to explore creating effective regional strategies for leveraging and maximizing ARRA program dollars. The RACC continued to work throughout FY10 to develop targeted strategies for linking housing, energy/weatherization and jobs together. The group intends to create a strategy to assist in building initiatives that could maximize ARRA resources throughout the region. Partners include: the Center for Neighborhood Technology (CNT), the Metropolitan Planning Council (MPC), Metropolitan Mayors Caucus (MMC), Chicago Jobs Council (CJC), Grand Victoria Foundation, Community and Economic Development Association of Cook County (CEDA), and Housing Action Illinois (HAI). These activities led directly to a regional proposal for funding under the Neighborhood Stabilization Program 2, described in the following section.

Some deliverables of the RACC included the CMAP Economic Recovery Update (see <http://tinyurl.com/3agv6tr>), a bi-weekly newsletter that launched on September 30, 2009, and became monthly in May 2010. The newsletters include updates and analysis of select ARRA programs and useful information on funding announcements, collaboration efforts, and tracking of where and how stimulus funds are being spent in the region. In June 2010, RACC published a report on the status of select Recovery Act programs and their impacts on our region (see <http://tinyurl.com/3xqfv69>). CMAP also used its Recovery blog to post important news and updates on stimulus programs and awards in the region (see <http://tinyurl.com/aaqsax>).

Results of Neighborhood Stabilization Program 2 grant application

In FY09, CMAP submitted a \$78 million grant application to U.S. Department of Housing and Urban Development (HUD) for the Neighborhood Stabilization Program 2 (NSP2) as part of a regional consortium of local governments. Members of the Chicago Metropolitan Neighborhood Stabilization Program 2 Consortium (CMNSPC) include the municipalities of Aurora, Berwyn, Cicero, Elgin, and Joliet; the counties of Cook, DuPage, Kendall, Lake, and Will; and the Illinois Housing Development Authority (IHDA). Since the beginning of the foreclosure crisis, CMAP has assisted communities on several initiatives including the coordination of HUD's NSP 1 and 2. This collaborative, region-wide approach involves a number of municipalities, counties, private partners, and civic organizations working together to tackle the daunting challenges that are posed by foreclosed properties in a community.

Though CMAP's team was not awarded the grant, the agency was widely applauded for having led and coordinated development of the region's strong proposal. The experience, coordination, and hard work that went into the NSP2 application helped prepared us for the successful CR3 application. Development of the CMNSPC for NSP2 was possible due to the relationships that

resulted from CMAP's prior coordination of NSP1 fund recipients. The NSP2 application was a ground-breaking initiative that exemplified how the integration of sound transportation and land-use planning can be central to a new federal housing program. In partnership with local jurisdictions, CMAP will develop strategies that cross political boundaries to connect affordable housing to transit and employment opportunities, which is a key goal of the interagency agreement between HUD, the U.S. Department of Transportation (U.S. DOT), and the U.S. Environmental Protection Agency (U.S. EPA), which will be discussed further in **Section 3**.

2.5 Online Outreach

CMAP has used online strategies and social media to connect with the residents and stakeholders of northeastern Illinois in a variety of ways while promoting the agency's work and *GO TO 2040* (see <http://www.cmap.illinois.gov/getconnected> and <http://tinyurl.com/29tob69>). CMAP uses a variety of blogs (and RSS feeds) to keep readers up to date on a variety of planning activities:

- **Weekly Updates** from executive director Randy Blankenhorn are available online (see <http://www.cmap.illinois.gov/updates>) and emailed every Friday to inform readers of progress at CMAP and events, announcements, and other news from throughout the region.
- **GO TO 2040 blog** (see <http://tinyurl.com/b8b8e4>) updates readers on news and progress from throughout the region related to planning areas and recommendations of the *GO TO 2040* comprehensive regional plan.
- **Soles and Spokes blog** (see <http://www.cmap.illinois.gov/solesandspokes>) covers all matters related to biking and walking. Topics include technical resources, safety, health, training, funding opportunities, and education and encouragement programs, among others.
- **Green Signals blog** (see <http://www.cmap.illinois.gov/greensignals>) began at the very start of FY11, and covers all matters related to transportation operations. Topics covered include arterial operations, data archiving, the environment, freeway operations, and safety, among others.
- **Recovery blog** (<http://www.cmap.illinois.gov/recovery>) tracked the progress of stimulus programs in the region and the work of the RACC.
- **CMAP News Archive** (<http://tinyurl.com/37zccoe>) monitors coverage of CMAP in the media. In January 2010, CMAP launched a new media archive that is searchable by topic and date.

In addition to our blogs, CMAP has extended its presence on the web through Facebook (see <http://tinyurl.com/38hvdn> for CMAP and <http://tinyurl.com/om3pms> for *GO TO 2040*), Twitter (see <http://twitter.com/GOTO2040>), YouTube (see <http://www.youtube.com/user/GOTO2040>), and Flickr (http://www.flickr.com/photos/go_to_2040/). CMAP also launched an Explore Northeastern Illinois Flickr Pool (see <http://tinyurl.com/ca3s8r>) where residents could post their own photos of the region. In November 2009, CMAP hosted an "Images of Northeastern Illinois Photo Contest." Submissions could be made in the categories of diversity, community vitality, natural environment, architecture/urban design, and transportation. CMAP received over 400

entries to the photo context. Winning photos were showcased in a 2010 calendar (see <http://www.goto2040.org/photocontest/>).

By creating an online presence through CMAP blogs and other social networking websites, CMAP is able to stay connected with residents while keeping them engaged in our own planning activities and work. It also affords us an opportunity to connect with members of online communities that may not be familiar with CMAP's work, or who work for similar agencies and organizations worldwide and can benefit from learning how the agency operates.

3. Funding, Legislative Priorities, and Partnerships

3.1 Comprehensive Regional Planning Fund Update

As the federally designated MPO, CMAP has an overall budget that relies primarily on \$11 million in U.S. DOT funds, which federal law requires be spent for regional transportation planning, with a 20 percent matching requirement. To fulfill the legislative mandate that created CMAP in 2005, the Illinois General Assembly established in 2007 the Comprehensive Regional Planning Fund (CRPF), which supports effective planning in urban and rural areas of the state.

In addition to CMAP's important non-transportation work that it supports, such as planning and policy development for housing, water, natural resources, economic development, and more, the fund provides an essential match of our agency's federal transportation planning dollars. The \$3.5 million received by CMAP from the CRPF leverages the \$11 million in federal transportation planning funds, which in turn leverage the \$2 billion in programmed transportation projects.

Despite extensive outreach in Springfield by CMAP board member and staff regarding the importance of funding the CRPF, no funding for the CRPF was included in the final state budget. To match CMAP's federal dollars in FY10, IDOT provided essential funding. CMAP has continued to look at different ways to match funds and will have to significantly reduce non-transportation work until the CRPF is reinstated or another source of funds is identified. Through FY10, CMAP continued to work with the Governor's office and IDOT to insure funds are included in the Governor's budget within IDOT for the CRPF. Ultimately that funding was identified in the IDOT FY 11 budget, which was an important accomplishment especially in light of difficult economic circumstances for the state.

3.2 Illinois Jobs Now Capital Bill

On July 13, 2009, Governor Quinn signed into law the \$31 billion capital bill that creates the new Illinois Jobs Now program (see <http://tinyurl.com/2cecosu>). In January 2009, the CMAP Board had set forth its priorities for the 96th Illinois General Assembly (see <http://tinyurl.com/2bk8bgm>), one of which was the support of a state capital plan that was significant, comprehensive, supported with new revenue, set funds aside for planning, and included a transparent and results-driven project selection process. Since its inception, CMAP had advocated creation of a new capital program like Illinois Jobs Now.

3.3 Federal Policy Agenda

Sustainable Communities Initiative

On June 21, 2010, U.S. DOT and the U.S. Department of Housing and Urban Development HUD announced they would collaborate to award up to \$75 million in funding -- \$35 million in TIGER (Transportation Investment Generating Economic Recovery) II Planning Grants and \$40 million in Sustainable Community Challenge Grants. HUD also launched a \$100 million

Sustainable Communities Regional Planning Grant program to create sustainable communities that connect jobs to housing, while fostering innovation and the building of a clean energy economy. Applications will be reviewed by HUD, U.S. DOT, and U.S. EPA. CMAP believes these are great opportunities for local governments and are the type of interagency coordination needed at the federal level. CMAP and our private, philanthropic, and civic regional partners aim to potentially assist in the application process for local governments by lining up additional technical assistance, facilitating partnerships, and identifying additional leverage opportunities if and where appropriate through FY11.

This initiative is a result of the Partnership for Sustainable Communities, an interagency agreement by HUD, U.S. EPA, and U.S. DOT that occurred near the start of FY10 to implement joint transportation, housing, and environmental programs. CMAP supports increasing interagency coordination and linking its investments to comprehensive planning. This program shows great promise to help implement plans like *GO TO 2040*.

SAFETEA-LU

The federal transportation authorization act known as Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. On September 1, 2009, CMAP drafted a legislative policy brief (see <http://bit.ly/dA2TCo>) to provide guidance that could help shape this bill to the benefit of metropolitan areas such as ours. CMAP encouraged the administration and Congress to address, influence, and support the role that major metropolitan areas have in the nation's economy and the role that transportation plays in improving the quality of life for the citizens of northeastern Illinois. On March 18, 2010, President Obama signed into law the Hiring Incentives to Restore Employment (HIRE) Act, which extended authorization of the surface transportation programs previously funded under SAFETEA-LU through December 31, 2010, at 2009 levels.

3.4 Partnerships with the Chicago Community Trust, Burnham Centennial, and Chicago 2016

CMAP maintained many positive relationships with partner organizations through FY10. The Chicago Community Trust has been a great partner of CMAP, providing funding and assistance for research development of *GO TO 2040*, the Regional Indicators Project, and participation in RACC. Our "Invent the Future" public input campaign was timed to coincide with the Burnham Centennial celebration. When the Centennial's work concluded, on January 21, 2010, the many Burnham partners and "planning torch" were passed off to CMAP and our *GO TO 2040* efforts. CMAP greatly appreciated all the support from the Burnham Centennial for the importance of regional planning, both one hundred years ago and looking towards 2040. Though the unsuccessful Olympic bid for 2016 was a disappointment to metropolitan Chicago, the collaboration and coordination that occurred around the bid showed the region what we can accomplish when working together.

4. Other FY10 Work Plan Highlights

This section describes some of the more significant FY10 work plan activities and is not a comprehensive summary. For more detail, see the FY10 CMAP quarterly reports at <http://tinyurl.com/32yjqat>. In outline form, the work plan consisted of the following nine programs (in bold) and their associated projects:

Long Range Planning: *GO TO 2040* Development, Visualization, and Public Participation

- Regional Snapshot Reports
- Strategy Analysis: New Report Preparation, Online Maintenance, and Continued Improvement
- Scenario Public Engagement
- Preferred Scenario Development
- Indicator Design
- Major Capital Projects
- Plan Preparation
- Plan Communication

Regional Water Supply Study

Transportation Improvement Program (TIP)

- TIP Development and Implementation
- CMAQ Program Development
- Conformity of Plans and Program

Congestion Management Process

- Intelligent Transportation Systems
- Performance Monitoring
- Congestion Management Strategy
- Freight Analysis
- Bicycle and Pedestrian Plan Implementation
- Highway and Transit Project Analysis

Technical Assistance

- External Data Request Coordination
- Corridor Development Initiative
- Return on Investment Model
- Economic Impact Analysis
- Economic Development Analysis
- Summits and Roundtables
- Green Initiatives

- Midewin Alternative Transportation Study
- Regional Brownfield Inventory
- Regional Partners/Planning Profession Support
- Public Private Partnership Development
- Full Circle Expansion and Enhancements
- Full Circle Planning and Programming Support
- Technical Assistance Providers Coordination

Policy Development and Strategic Initiatives

- CMAP and MPO Committee Support
- Policy Development for CMAP Regional Focus Areas
- Housing Policy & Initiatives
- Transportation Policy & Initiatives
- Financial Plan
- ARRA Coordinating Council
- Legislative Analysis
- CMAP Annual Report
- Future Leaders in Planning

Data Development and Analysis

- Urban System Model Development
- Travel and Activity Survey Program
- Land Use Inventory
- County and Municipal Socioeconomic Inventory
- Transportation System Inventory
- Developing the Process and Reviewing Developments of Regional Importance (DRI)
- Local Crash Data Collection

Information Technology Management

- Internal Computer Infrastructure
- Web Environment Management
- Application Software Management
- Office Systems Management
- User Support
- Regional Data Archive Demonstration
- Internal Wiki/Content Management Development
- Internal Data Library Management
- Data Dissemination and Visualization

Watershed Planning

- Volunteer Lake Monitoring Program
- Maple Lake Phase 2 Rehabilitation and Protection Program

Facilities Planning Area Process
Fox and Des Plaines River Watershed Protection, Restoration, and Education (Phase 3)
Fox River Watershed Restoration and Education (Phase 4)
ARRA Watershed Project Assistance
Green Infrastructure for Clean Water Act

Section 2 of this annual report includes various important milestones that were important outcomes of the CMAP work plan. Below, **Section 4** describes some additional noteworthy activities and accomplishments from FY10.

4.1 Transportation Improvement Program

CMAP develops the region's Transportation Improvement Program (TIP). Our region, through the MPO Policy Committee and CMAP Board, is required to develop and maintain a fiscally constrained TIP that conforms to the State's Implementation Plan to attain national air quality standards. In addition to the fiscal and air quality considerations, the TIP addresses other federal planning elements. A repository of TIP materials is available at <http://tinyurl.com/3964nwd>. CMAP works with local, county, state, and national partners to assure regional priorities are addressed and all available funding is used efficiently. CMAP continually assesses and influences capital and operational statuses of the transportation program to assure land use connection, preservation, and improvement of the environment and sustainability of economic prosperity. In TIP development and implementation, CMAP assures consideration of regional priorities regardless of fund source or implementing agency.

This year, CMAP completed work on the FY 10-15 TIP, which includes collecting data on all federally funded and regionally significant projects from all transportation programmers (30+), documenting agreements, describing the relationship of the TIP and *GO TO 2040*, describing the existing programming methods, development of the financial plan for the TIP, documentation of how federal requirements are met, and providing information on how to use the TIP and the TIP appendices. CMAP has worked closely with implementing agencies in the region to ensure that stimulus funds are spent promptly and effectively. Our staff have also tracked ARRA projects closely to ensure complete obligation of all stimulus formula transportation funds by March 1, 2010.

An important element of the TIP is the programming of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Part of the TIP, the CMAQ program was created in 1991 as a federally-funded effort to make surface transportation improvements that improve air quality and mitigate congestion. It supports transit improvements, commuter parking lots, traffic flow improvements, bicycle and pedestrian facility projects, bicycle parking projects, and other projects that result in emissions reductions. CMAQ is an annual process involving the solicitation of projects; evaluation of the air quality benefits of approximately 200 proposals in terms of the reduction in volatile organic compounds (VOCs), nitrogen oxides (NOX), vehicle trips, and vehicle miles traveled.

CMAP staff evaluated 200 applications requesting over \$450 million in federal funds, each competing for combined FY10 and FY11 funds of only \$94 million. The proposed program fully

commits 2010 and 2011 funds, and also commits about \$25.5 million in FFY 12, a little over \$7 million in FFY 13, and \$1.6 million in FFY 14. The CMAQ Project Selection Committee and staff developed the two year (FFY10/FFY11) program this cycle to provide additional time for active program management, getting lagging projects moving or removed from the program. There were a total of 80 projects approved for the CMAQ Multi-Year Program for Northeastern Illinois FY2010-2011 (for a full listing, see <http://tinyurl.com/25samz5>). See <http://www.cmap.illinois.gov/cmaq/default.aspx> for more information about CMAQ activities. On June 30, 2010, CMAP was recognized by the U.S. EP) Midwest Clean Diesel Initiative Leadership Group for our work to reduce diesel emissions through our CMAP Program. Since 2005, CMAP has programmed over \$72 million in federal funding to clean-diesel projects in the region, including diesel retrofits for transit buses.

4.2 Congestion Management Process

The CMAP Congestion Management Process (CMP) is a systematic method of managing congestion that provides information on the transportation system performance and on alternatives for alleviating congestion and enhancing mobility. Federal rules require that any federally-funded transportation project that significantly increases the capacity for single-occupant vehicles in the area be derived from a CMP. This program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed include improved intelligent transportation systems, bicycle and pedestrian policies, managed lanes, transit enhancements, and improvements to the freight system. Efforts to improve the safety of the transportation system are of special focus within congestion management. The CMP is integrated into the transportation development process. Planning, programming, and project development efforts by the region's highway and planning agencies have standardized process components that either directly investigate congestion reduction strategies or address other issues, such as air quality, that result in congestion mitigation.

CMAP maintains the federally required Regional Intelligent Transportation Systems (ITS) Architecture and provides staff support for the Advanced Technology Task Force and planning for the Regional Transportation Operations Coalition. Input on technology aspects of these systems was and will continue to be provided for the *GO TO 2040* plan on topics such as pricing, more efficient arterial operations, advanced transit (signal priority, bus rapid transit, and traveler information services), and other innovations (highway intersection, advanced vehicle technology, etc.). A summary and brief write-ups on selected components can be found at <http://www.cmap.illinois.gov/attf/minutes.aspx>.

Another aspect of CMP is performance monitoring, which includes data collection, analysis, and reporting. In FY10 staff completed processing of 2009 freeway traffic sensor data; 2009 performance measures and 2009 congestion scan graphics can be found at <http://www.cmap.illinois.gov/scans>. CMAP also completed an analysis of regional travel mode share. The report compares data from the 1990 and 2008 regional travel surveys (see <http://tinyurl.com/d34l3o>). Staff completed an update of the paper on regional highway safety, reviewing trends from 2002 through 2008 (see <http://www.cmap.illinois.gov/cmp/safety.aspx>).

Working with IDOT, CMAP also began a process to improve regional truck route information. Providing the current, correct information to travelers and to plan for future improvements in freight mobility, CMAP needs to have a good baseline dataset. In relation to highway and transit project analysis, CMAP staff completed the first update of the online IRIS based interactive functional class and federal aid code map with new data posted by IDOT in May 2010 (see <http://data.cmap.illinois.gov/roadways/>).

4.3 Data Development and Analysis

This core program area includes tasks needed to prepare primary datasets that originate with CMAP, as well as those developed by other sources. Data collection is an important aspect of CMAP's expanded planning responsibilities. It permits the integration of environmental, transportation, housing, economic development, socio-economic and land use planning data. Among other applications, these efforts will be critical to establishing base datasets for the *GO TO 2040* plan and for evaluating Developments of Regional Importance (DRIs). This program is also critical to facilitate the electronic exchange of raw data within and between CMAP and other agencies and organizations. Establishing strong and robust data exchange agreements and protocols between governments and organizations is critical to maintaining current and credible planning data resources.

FY10 highlights included the completion of the Advanced Travel Model Cadre and the development of the Strategic Plan for Advanced Travel Modeling at CMAP, both of which will aid in the development and implementation of advanced travel flow microsimulation and enhanced economic modeling of urban activity.

The Land Use Inventory is GIS-based and based in the CMAP region and is broken out into 49 categories. It informs the region's comprehensive environmental and land use planning conducted by CMAP and partners. An important aspect of validating growth projections, it includes manual review by staff of primary source materials such as aerial photographs. In FY10, work on this project focused on the developing of tools and techniques needed to automate data interpretation and to introduce a system for posting regular updates.

4.4 Greenways and Trails Map

In FY10 CMAP updated the Northeastern Illinois Regional Greenways and Trails Plan 2009, which sets out a vision for an interconnected network of stream- and land-based green corridors and 2,700 miles of multi-use trails throughout the seven-county region. Available at <http://www.cmap.illinois.gov/greenwaysandtrails.aspx>, the plan was developed in coordination with CMAP partners. It serves as a basis for planning and programming funding, as a framework and guide for making connections between communities and to regional greenways and trails, and as a consideration in major infrastructure investments.

4.5 Policy Development and Strategic Initiatives

In addition to the effort to address many of the issues described above in **Section 2**, CMAP's Policy Development and Strategic Initiatives area includes major effort pertaining to project

management across all facets of the agency's work plan. The overarching aim of this program is to provide research, analysis and development of policies to support in addition to the promotion and integration of transportation and land use planning. Another vital goal is to improve CMAP's capacity to understand and communicate the significant impacts that land use and transportation decisions have on each other and housing, natural resources, human services, and economic and community development. The project also coordinates the policy development activities across all functions of the agency.

Products of the program include the agency's annual work plan and work plan updates, monthly progress reports, and quarterly reports. In FY10, CMAP monitored federal and state policy issues, with a primary focus on the Sustainable Communities Initiative (SCI) grant program (summarized in **Section 3**). CMAP continues to serve on the IHDA's newly formed Housing/ Transportation/ Employment Linkage Working Group. This Linkage Working Group is intended to build upon work begun as part of the initial 2004 Housing Task Force "Community & Regional Strategies Working Group" which, among other topics, examined a jobs/ transportation/ housing mismatch in Illinois. The new working group will revisit that examination and propose new and timely solutions. As FY10 neared completion, CMAP took the lead with multiple partners in developing a regional SCI proposal that, if funded, will significantly advance the implementation of the *GO TO 2040* comprehensive regional plan. It would create a new Local Technical Assistance (LTA) program with a series of innovative, replicable projects in the Chicago region that support livability principles, implement *GO TO 2040*, and build capacity in local communities.

4.6 Technical Assistance

The purpose of this program is to offer direct assistance to local agencies and officials to help them prepare comprehensive plans, address land use, planning, zoning, and developmental issues, in addition to using geographic information system tools and data in decision making. All activities are designed to build both local and regional capacity efforts in land use and transportation planning.

CMAP actively promoted Census 2010 due to its importance in determining the allocation of federal funding for community services such as school lunch programs and the construction of new highways and hospitals, as well as the number of seats each state will have in the U.S. House of Representatives. Our agency tracked Census participation rates for the region's 284 municipalities (see http://www.cmap.illinois.gov/regional_census.aspx). The collection of accurate data, like that collected through the Census, is very important to the work that CMAP does. Census data and resources can be used as technical assistance for communities or organizations when applying for grants, for example.

A Corridor Development Initiative (CDI) tool helps communities understand how density, affordability, and proximity to transit can make new development feasible for developers. The tool is targeted to communities that have a need for housing development but are facing greater challenges than they can overcome. In FY10, staff partnered with MPC and used the tool to develop a plan for the City of Aurora Neighborhood Revitalization Strategic Area (NRSA).

In a similar vein, the Return on Investment (ROI) model provides municipalities the tools they often lack to determine the financial feasibility of development projects, especially within the confines of specific land use regulations. This may result in development and planning that is not based on the realities of the area and will have limited long-term success. CMAP is in a position to provide municipalities with the information needed to improve their planning process and, ideally, their choices through the use of the ROI tool. CMAP hosted training classes in September and December of 2009 and April 2010 for municipal planners, managers, and economic development staff.

Economic Impact Analysis is also used by CMAP to assist economic developers and planners in making informed decisions as it related to economic development activity in their area. In FY10, CMAP prepared an economic and revenue impact analysis for the Cook County Department of Planning and Economic Development as part of the analysis for applicants of the recovery zone bond. The analysis assessed the impact of a medical facility in Southwest Cook County. For Economic Development Analysis, cluster reports were prepared to identify the dominant industries for potential targeting in the counties of our region. Cluster analysis and asset maps were made for the McHenry County Economic Development Corporation and Cook County Department of Economic Development, among others.

Full Circle is a mapping and planning tool that enables communities to collect, evaluate, map, and disseminate parcel-by-parcel information like land use, property values, building condition, and business types in order to support local planning initiatives. It is part of CMAP's effort to build the capacities of local municipalities and neighborhood organizations to collect and disseminate real-time and accurate information to community stakeholders so that they can make informed decisions about their goals, needs, and priorities. The tool can be employed in different development projects, including neighborhood/corridor revitalization, downtown redevelopment, housing development, retail attraction/retention, transit oriented development (TOD), environmental/green initiatives, workforce development, vacant properties inventory, community health, and public safety projects, as well assessing imbalances in the local economy. It gives communities the ability to inventory infrastructure, assets and amenities; detect changes; assess public moods; predict future patterns through scenario modeling and mapping; detect development opportunities and flag issues of concern.

In FY10, the Full Circle project expanded to cover activities outside of Chicago. Staff worked with Full Expansion Grant recipients (Barrington, S. Elgin, Carpentersville, Yorkville, and Evanston) to develop their data collection programs to ensure that they gather relevant and accurate information to support local planning activities. Staff also assisted the Village of Long Grove map their commercial district. For more on the Full Circle program, see <http://www.cmap.illinois.gov/fullcircle/>.

4.7 Future Leaders in Planning

Future Leaders in Planning (FLIP) is a leadership development opportunity where high school students can contribute to a better future for our region (see <http://tinyurl.com/26vubvn>). CMAP held its second FLIP session in FY10. Participants in this program learned more about the northeastern region and the importance of planning. Students were able to share their thoughts

with other teens from Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties. Participants also met and interacted with selected regional leaders who make key planning decisions in our communities.

This year, participants divided into subject teams (human services, environment, housing and land use, economic development, and transportation) to develop presentations and guide books to help high school students around the region implement aspects of the preferred Regional Scenario. A FLIP 2009-2010 Yearbook was completed to recap a wonderful year of programming (see <http://tinyurl.com/23l58c7>). On May 11, 2010, Chicago participants in the program were invited to City Hall to meet with Mayor Richard M. Daley to discuss the program and ask questions of the Mayor.

4.8 Watershed Planning

In addition to the major Regional Water Supply Study described in **Section 2**, CMAP's FY10 work plan included a number of smaller but important activities to preserve and restore the region's water resources. This program covers the agency's activities in the areas of watershed planning, analyzing and making recommendations on proposed amendments to facility planning areas (FPAs), providing technical assistance and project oversight to various U.S. EPA and Illinois Environmental Protection Agency (IEPA) grant programs, and participating in various stakeholder groups throughout northeastern Illinois.

CMAP is working to help the region determine how to implement the Green Infrastructure Vision, which was originally developed by the Chicago Wilderness consortium. Green infrastructure is the interconnected network of land and water that supports biodiversity and provides habitat for diverse communities of native flora and fauna at the regional scale. The Green Infrastructure Vision plays a major role in *GO TO 2040* by indicating the areas where it is most important for the region to make investments in conservation, both legal protection of land and restoration of already protected lands. It includes large complexes of remnant woodlands, savannas, prairies, wetlands, lakes, stream corridors and other natural communities that have been identified in the Biodiversity Recovery Plan.

CMAP staff have been conducting data analysis of various green infrastructure and habitat connectivity metrics. Our agency has also been calculating the amount of "actual green infrastructure" (woods, wetlands, etc.) within the large areas designated as green corridors within the GIV. These findings are incorporated in CMAP's scenarios for the *GO TO 2040* plan.

One of CMAP's most visible water functions is the water quality review service provided by the agency for the northeastern Illinois FPA process. An FPA is a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning horizon. CMAP is the designated water-quality planning agency for the six-county region, and when reviewing wastewater permits and facility plans, the agency ensures consistency with the federally approved Illinois Water Quality Management Plan. CMAP's Wastewater Committee (see <http://tinyurl.com/24yz8g9>) conducts reviews of requested amendments to the Illinois Area wide Water Quality Management Plan and makes recommendations to the IEPA, which maintains decision-making authority for amendments to the plan.

CMAP also coordinates IEPA's Volunteer Lake Monitoring Program (VLMP) for six counties in the region, including about 50 volunteers at approximately 35 lakes. Other FY10 work includes technical assistance provided to the Forest Preserve District of Cook County for an Illinois Clean Lakes Program Phase 2 rehabilitation and protection project at Maple Lake. CMAP also serves as the grant administrator and technical advisor through a Clean Water Act Section 319 Nonpoint Source Pollution Control Program grant from IEPA for three implementation projects within the Fox River watershed and one implementation project within the Des Plaines River watershed.

In FY10, CMAP also started to provide assistance for four watershed planning or monitoring projects using funding from IEPA under Clean Water Act Section 604(b), as authorized by ARRA. The projects include (1) watershed planning in Hickory Creek, (2) watershed planning in the Lower DuPage watershed, (3) monitoring in the Fox River, conducted by the Fox River Study Group, and (4) monitoring on the Kishwaukee River, carried out by a consultant to CMAP. Almost all of the funding passes through to other organizations. CMAP's responsibilities include guiding plan development by advising the project teams, helping develop consultant scopes of work, attending stakeholder meetings, reviewing plan documents, and administering the grant.

On June 30, 2010, the IEPA submitted to the Governor's office its final report, Using Green Infrastructure to Manage Urban Stormwater Quality in fulfillment of PA 96-26 (see <http://tinyurl.com/2f36moz>). CMAP started work on this project, in partnership with the University of Illinois at Chicago and CNT, in August 2008. Our agency hopes that these steps will take us closer to implementation of both plans.

4.9 Additional Long-range Planning

Other long-range planning involved with the *GO TO 2040* plan development includes the development of an Indicator Database, the development of major capital projects, and the creation of a financial plan. Indicators will be used to assess the effectiveness of *GO TO 2040* recommendations and to track progress toward plan accomplishment in future years. This activity is being undertaken in partnership with the Chicago Community Trust. Data continued to be collected through FY10 to establish a baseline, which will be used to compare future scenarios against. The design of the indicators website, MetroPulse, occurred in FY10. Once launched in November 2010, the identified regional indicators will be communicated through the interactive website, which will allow users to track, map, and graph data.

Also in FY10, all of the strategy reports prepared in FY09 for the development of *GO TO 2040* were housed on a new website with links to full reports, best practices, and other resources (see http://www.goto2040.org/strategy_papers.aspx). These were used as a reference within the "Context and Best Practices" chapter of the full *GO TO 2040* plan.

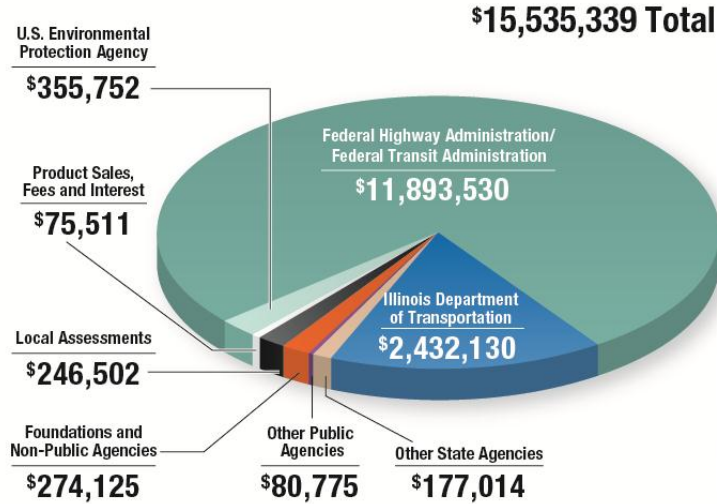
5. FY10 Budget

The FY10 budget was developed with grants awarded to CMAP to support eight core projects. CMAP receives most of its funding from Federal and State grants. Primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA) and state and local sources. The revenues identified for the FY 2010 UWP (Unified Work Program) funds were approved by the UWP Committee, Transportation Committee, Policy Committee and CMAP Board. Public Act 095-0677 provides funding for regional comprehensive planning across the state, of which \$3.5 million is allocated to CMAP. As a result of these funds not being included in the approved State budget, the Illinois Department of Transportation (IDOT) has provided funding for the required federal match.

The following table and charts summarize FY10 revenues and expenditures. Please note that the figures are accurate as of August 24, 2010, and are subject to revision pending the final FY10 budget audit.

	Adopted
	FY 2010
Revenues	
Federal	12,249,282
State	2,609,144
Other Public Agencies	80,775
Foundations and Non-Public Agencies	274,125
Local Contributions	246,502
Product Sales, Fees & Interest	75,511
Total Revenues	15,535,339
Expenditures	
Personnel	8,950,662
Commodities	360,919
Operating Expenses	348,842
Occupancy Expenses	1,186,116
Contractual Services	3,094,105
Capital Outlay	496,996
Total Expenditures	14,437,640

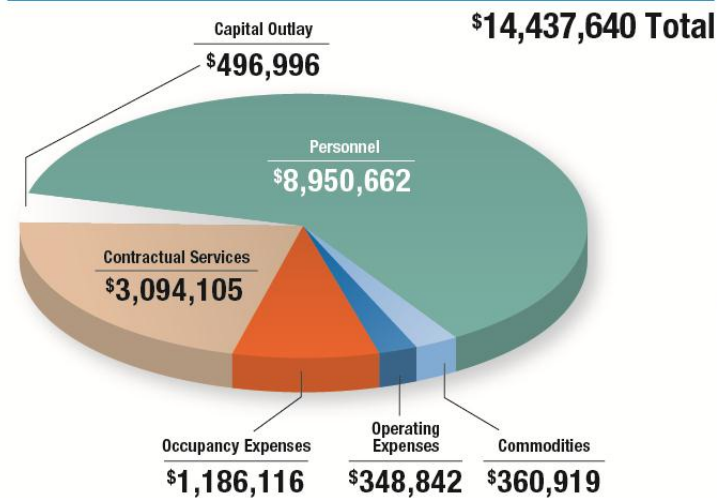
CMAP Revenues, FY10



Source: Chicago Metropolitan Agency for Planning

U.S. Environmental Protection Agency	\$355,752
Federal Highway Administration/Federal Transit Administration	\$11,893,530
Illinois Department of Transportation	\$2,432,130
Other State Agencies	\$177,014
Other Public Agencies	\$80,775
Foundations & Non-Public Agencies	\$274,125
Local Assessments	\$246,502
Product Sales, Fees & Interest	\$75,511
Total Revenues	\$15,535,339

CMAP Expenditures, FY10



Source: Chicago Metropolitan Agency for Planning

Personnel	\$8,950,662
Commodities	\$360,919
Operating Expenses	\$348,842
Occupancy Expenses	\$1,186,116
Contractual Services	\$3,094,105
Capital Outlay	\$496,996
Total Expenditures	\$14,437,640

6. Conclusion: Moving Toward Implementation

As CMAP begins FY11, our agency's emphasis is on completing the *GO TO 2040* comprehensive regional plan and beginning its implementation. CMAP is prepared to lead aggressively with the continuing help of many organizational and individual partners. It is critical that we engage local leaders, officials, stakeholders, and residents in implementing the plans many recommendations to make *GO TO 2040* a reality. Implementing the *GO TO 2040* comprehensive regional plan is metropolitan Chicago's best chance to set the stage for economic growth in decades to come. The region can no longer afford *not* to plan effectively. As we face new challenges and opportunities together, the *GO TO 2040* plan can lead us to prosperity that is sustainable for generations to come.

The CMAP FY11 Budget and Work Plan are available online at <http://tinyurl.com/2fc33xn>. Important milestones ahead include scheduled votes on approval of the plan in October 2010 by the CMAP Board and MPO Policy Committee. As we move forward, a major step in implementation will be the November 2010 launch of MetroPulse, the website of the Regional Indicators Project. This will be a critical tool to facilitate effective decision making across our region and to help track progress in implementing *GO TO 2040*.

7. List of Acronyms

ARRA	American Reinvestment and Recovery Act of 2009
CCAP	Chicago Climate Action Plan
CDI	Corridor Development Initiative
CEDA	Community and Economic Development Association of Cook County
CJC	Chicago Jobs Council
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
CNT	Center for Neighborhood Technology
COG	Council of Government
CMNSPC	Chicago Metropolitan Neighborhood Stabilization Program 2 Consortium
CRPF	Comprehensive Regional Planning Fund
CR3	Chicago Region Retrofit Ramp-up program
CTA	Chicago Transit Authority
DOE	U.S. Department of Energy
DRI	Developments of Regional Importance
FPA	Facilities Planning Area
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GIV	Green Infrastructure Vision
HAI	Housing Action Illinois
HIRE	Hiring Incentives to Restore Employment Act
HUD	U.S. Department of Housing and Urban Development
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
IHDA	Illinois Housing Development Authority

ITS	Intelligent Transportation Systems
MMC	Metropolitan Mayors Caucus
MPC	Metropolitan Planning Council
MPO	Metropolitan Planning Organization
NIPC	Northeastern Illinois Planning Commission
NOX	Nitrogen oxides
NRSA	Neighborhood Revitalization Strategic Area
NSP	Neighborhood Stabilization Program
RACC	Regional ARRA Coordinating Council
ROI	Return on Investment
RTA	Regional Transportation Authority
RWSPG	Regional Water Supply Planning Group
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
TIP	Transportation Improvement Program
TOD	Transit oriented development
U.S. DOT	U.S. Department of Transportation
U.S. EPA	United States Environmental Protection Agency
VLMP	Volunteer Lake Monitoring Program
VOC	Volatile organic compound